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L10: Entry 1 of 1

File: USPT

Aug 18, 1998

DOCUMENT-IDENTIFIER: US 5794735 A

**** See image for Certificate of Correction ****

TITLE: Vehicle deceleration by engine control followed by brake control

Brief Summary Text (4):

A method and a device for controlling a vehicle is described, e.g., by the German Patent Application No. 37 03 645 (U.S. Pat. No. 4,884,203). This German application relates to a method and a device for influencing the driving speed of a motor vehicle, whereby in dependence upon a driver's operator-control (driving mode selector) signals, the engine output is controlled with a view to observing a constant driving speed desired by the driver, in that a throttle valve provided in the air intake system of the internal combustion engine is adjusted in dependence upon the setting of an operating-control element actuated by the driver.

Brief Summary Text (11):

The device according to the present invention relieves the driver from some of his tasks, since he no longer has to activate the brake to keep the driving speed constant when driving on a downhill grade. Furthermore, when working with systems with vehicle-speed limitation, it is ensured that the speed limit can be observed, even when driving downhill.

Drawing Description Text (2):

FIG. 1 shows a block diagram of an exemplary embodiment of a control system in a vehicle according to the present invention.

Detailed Description Text (5):

The control unit 24 is preferably an ABS (Anti-Lock Braking System) control unit and/or an ASR (Anti-Spin Regulation or Traction Control) control unit. To exchange information, the two control units 10 and 24 are interconnected via an interface, which is shown in the general block diagram by the two lines 38 and 40. A switch 42, which symbolically represents a possibility for the interface to be switched off by the driver or by a master control unit, is sketched in the line 40.

Detailed Description Text (8):

The two control units cooperate in the sense of a driving speed control or an engine speed limitation. The method of functioning of the system depicted in FIG. 1 is illustrated, for example, as follows.

CLAIMS:

10. The device as recited in claim 8, wherein the second control unit includes at least one of an Anti-Lock Braking System control unit and an Anti-Slip Regulation control unit.

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